

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Czechoslovakia	REPORT		25X1
SUBJECT	Klatovy-Chaloupky Airfield	DATE DISTR.	6 August 1953	
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Klatovy-Chaloupky airfield was built in 1937 and 1938 by the Klatovy (N 50/L 00) Aeroclub and was used by the club until the occupation of Czechoslovakia by the Germans during World War II, mainly for gliders, since weather conditions were favorable. The Germans converted the field into an airfield for the Luftwaffe, and built a hangar, taxiways and an apron on its northeast edge, near the woods.¹ After the war, the airfield was returned to the Aeroclub, which administered it in conjunction with the Czechoslovak Army. Since the end of 1948, it has been used by the SNB's Air Security Police² for their border patrolling operations.
2. The airfield is northeast of the town of Klatovy and its boundaries are as follows:
 - a. In the east, a field belonging to the village of Rybnicky.
 - b. In the south, the district road from the village of Obytce to the main road between Klatovy and Pilsen.
 - c. In the west, a path leading from the hamlet of Chaloupky to the district road between Klatovy and Obytce. Approximately 500 m. west of the airfield is the district road between Klatovy and Tocknik; about 500 m. further west is a brook, and 150 m. further west the railroad line between Klatovy and Pilsen.
 - d. In the north, fields and coniferous woods.
3. In the southeast corner of the airfield there is a small rocky hill; the hamlet of Chaloupky is located at the northwest corner of the field.
4. The field is of hard sod and is 800 by 1,500 meters in size. There is concrete surfacing only in front of the hangars, the control towers and the storage buildings. The field drains into the brook on the western edge.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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5. Access to the airfield is by means of a paved road about 50 or 70 meters long which branches off of the district road between Klatovy and Obytoe. A wooden barrier across the road is guarded by soldiers in a wooden hut. Nearly the whole southern side of the field has a wire fence with barbed wire on top.
6. East of the entrance to the field there is a three-story building 56 by 12 meters in size (No. 11 on the annexed sketch). On the roof at its western end is the control tower, which is five meters high. On top of this are a searchlight and an aerial. Billets, offices and the operations room are in this building. The eastern part of this building has two stories, is 44 by 12 meters in size and is divided into three hangars, each about 80 meters high. There is also a wireless telegraphy set in this building.
7. To the west of the entrance to the field there is a wooden hut, 20 by 8 meters in size (No. 10 on the annexed sketch). It contains a store-room and workshop.
8. Aircraft stationed at this field are: six Fieseler Storchs, one Piper Cub, three to five Me-109s and one training glider. Aircraft visiting this field from Ceske Budejovice are usually parked on the northern edge, near the woods.
9. The Klatovy-Chaloupky airfield is used exclusively by the SNB Air Security Police² in border patrol work. All members of the unit are billeted in the Strelnice Hotel on the outskirts of Klatovy, 30 minutes walk from the airfield.
10. In the fall of 1951 two underground fuel tanks about 5 by 12 meters in size were installed behind the cooperative store (No. 24 on the annexed sketch) at Toonik. These tanks were covered with brick and earth. The automatic fuel pump (No. 21 on the annexed sketch) is the only visible indication of this fuel point. The pump is guarded by two soldiers with red shoulderboards who stay in a little guardroom next to the pump. A single-track railroad line (No. 23 on the annexed sketch) has been constructed from the Toonik station to the fuel dump and a paved road (No. 20 on the annexed sketch) has been built from the Klatovy-Toonik road to the pump and guardroom. This fuel point serves all Army units in Klatovy as well as the airfield.
11. Electricity is supplied to the airfield by the Klatovy power plant.
12. The airfield is guarded by a two-man patrol from the 24th Infantry Regiment, which is located in the Stefanik Barracks in Klatovy.

Comments:

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1. Not indicated on the annexed sketch.
2. Other reports indicate that the SNB's Air Security Police was re-organized in 1950 after the Ministry for National Defense was established, and that a new organization, the Military Security Air Force, subordinate either to the Air Force or directly to the Ministry of National Defense, came into being at that time. It is not clear whether the SNB's Air Security Police then ceased to exist or not.

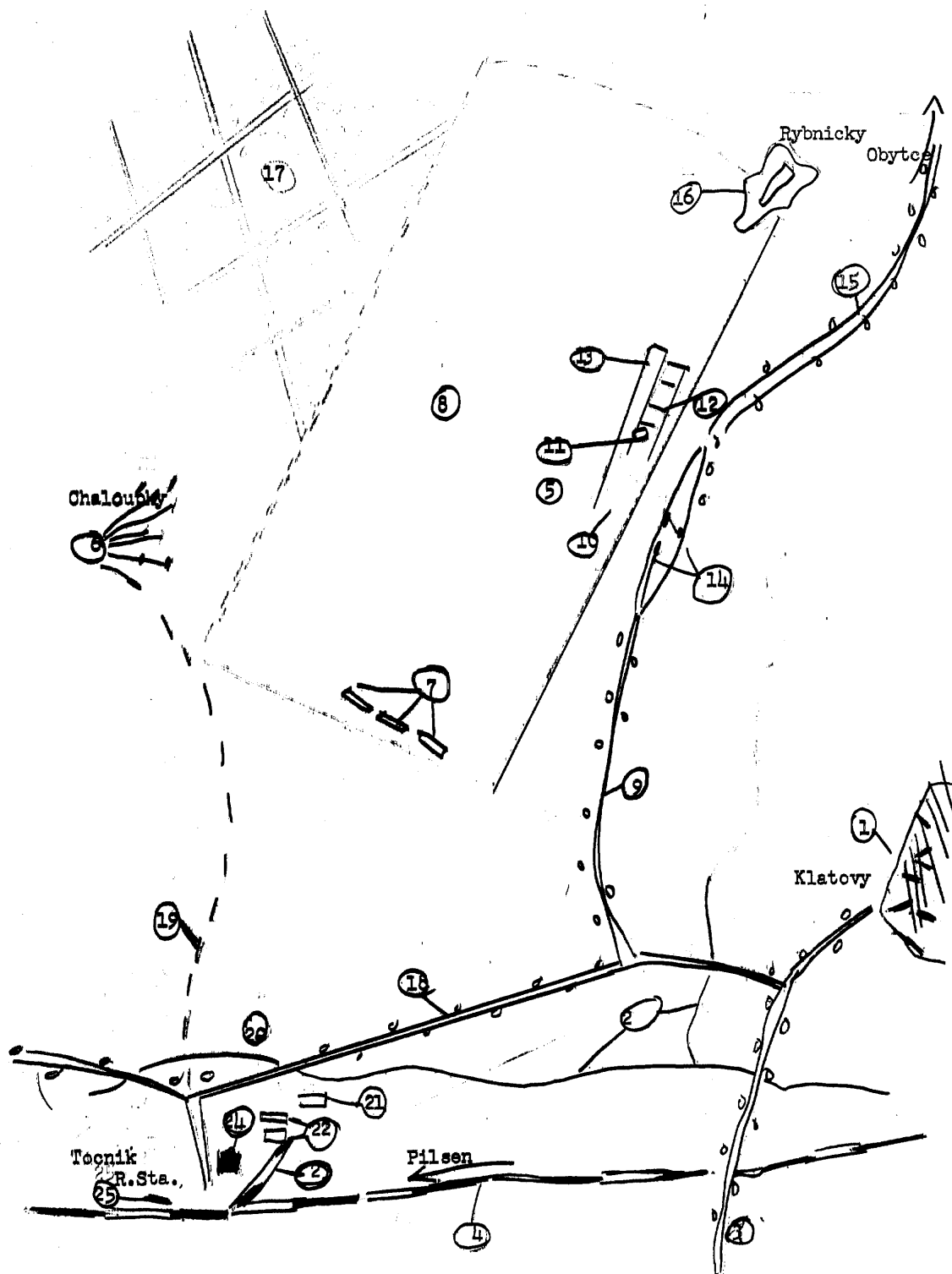
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Sketch of the Klatovy Airfield and the fuel dumps at Tognik



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LEGEND:

1. Outskirts of Klatovy.
2. Brook (name unknown).
3. Main road, Klatovy - Pilsen.
4. Railway line, Klatovy - Pilsen.
5. Airfield entrance, gate, guardroom.
6. Chaloupky (hamlet).
7. Boundary lights.
8. Airfield surface.
9. Wire fence.
10. Wooden hut.
11. Three-story building.
12. Three hangars.
13. Concrete parking surface.
14. Farmhouses.
15. District road, Klatovy-Obytes.
16. Rocky hill.
17. Coniferous wood.
18. District road, Klatovy-Tecnik.
19. Field path to Chaloupky.
20. Asphalt road to the fuel pump.
21. Fuel pump and guardroom.
22. Fuel tanks.
23. Railway track,
24. Co-operative.
25. Railway stop, Tecnik.

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